Operation of more international flights from Tamil Nadu Airport

154. SHRI S. MUTHU MANI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the proposal of the Gov ernment of Tamil Nadu for the optimum utilisation of the Airports in Tamil Nadu with regard to International Flights is pending with the Ministry;

(b) if so, what action has been taken to operate more international flights through Airports in Tamil Nadu;

(c) whether it is a fact that as compared to other International Airports in the country, the operation of International Flights through sthe airports in Tamil Nadu is very lower; and

(d) if so, what is the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Requests from Tamil Nadu Government are received from time to time to improve utilisation of Madras Airport. Traffic rights to ore gn airlines are granted on the basis of reciprocity keeping in view the demands of tourism, travel and international trade. In the recent past, the Govern ment of India has granted Madras as a t of call to the designated airlines Germany, Finland and France. To mprove the commercial viability of the operations to Madras, British Airways, Air France and Lufthansa have been per-mi'ted to combine Madras with other airports in India on the same flight. Effective from January, 1995 Air India has started a weekly service on Madras/ Kuwait|London and Madras|Kuwait|Paris| London route.

(c) No, Sir. The total number of inter-national flights operated from Madras. is not less than those operated from Calcutta or Trivandrum.

(d) Does not arise.

Purchase of aircrafts

155. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the details of the agree ment concluded between Air India and the Boeing Commercial Airplane Group for the purchase of two Boeing 747-400s aircrarft-

(b) what is the value of each of the two aircraft;

(c) whether any detaiIs were worked out by the Ministry as a prerequisite for floating tenders to finance the purchase of the aircraft and also about the exact foreign exchange component cost of the mult -crore deal;

(d) if so, what are the details in this regaad and if not, what are the reasons therefor;

(e) whether the Public Investment Board of the Planning Commission had not accepted the FE componsnt cost and advised the Minist / to 'c' culture' it, in the total cost; an

(f) if so, what are t e details in this regard and what steps were taken by the Ministry in the matter?

THE MINISTER OF CIVIL AVIATION AND TOURISM SHRI GHULAM NABI AZAD): (a) to (d) The purchase agreement signed by Air India Limited with M/s. Boeing Company on 19-1-95, provides for acquisition of two B747-400 aircraft by Air India during July and August, 1996, at an estimated cost of $ 158 million per aircraft. The total project cost of Rs. 1137.70 crores includes cost of both the aircraft and spare engines, spares, workshop/ramp equipments etc; foreign exchange component is Rs. 1080.98 crores (dollar 348.706 million).

(e) No, Sir.

(f) Does not arise.